













WEDNESDAY, OCTOBER 23, 1878.

**Special Advertisements.**

g. this reason it would be better to delay  
g with the remedial operations designed  
restoration of the city finances, until  
ment is also informed as to what it is  
sed to do for country municipalities.

the bill before Parliament now stands, it

and the proposal is based on no specific principle except that the city is in a state of impecuniosity. If getting hope into debt is a sufficient reason for wiping out municipal obligations, all the country municipalities will learn how to get into that

tion. The city debt has originated in many different ways. Part of it is due for the completion of works, part of it is due to the non-levying of rates. As to the latter, it is obvious that to forgive a debt, is to encourage municipalities not to levy rates when they

ration was revived many years ago, it is quite open to it, if it chose, to have de-  
to take over either the water works or  
sewerage works, which were then in an  
abandoned state, and to have contented itself  
with the ordinary municipal duty.  
accepted the whole, and it completed

...the money had been advanced by the  
...ment under the implied guarantee that  
...ates should be levied to cover the in-  
...the city virtually bound itself in  
...to levy those rates, and these were

It appears to us that it would be a very principle to allow municipalities to get

understanding that they were to levy  
to meet the interest on those loans, and  
deliberately to neglect the levying of  
rates, and ask to have the debt  
paid out because they were im-  
pious. Such a course strikes at the root  
of public morality, and it would be impossible

example is set in the city or county to any valid reason why it should not be levied in the case of country corporations. A portion of the debt, therefore, which is the result of the non-levying of rates should, we think, be sponged out. As to the cost of the works themselves, it is proper to say that the Government should relieve

ty of that, if it takes over the works  
elves, and if that understanding is  
y laid down there is no absolute  
ity for the Government to take posses-  
of these works and manage them  
diately. It may leave them for a time  
the hands of the Corporation to be  
and on terms. If the light of the water

is taken off the shoulders of the nation, then the income of the water should belong to the Government, not to a reasonable charge for administration, while the works still remain in private hands. It may be said that the money at stake is not worth quarrelling

the second place the principle as stated is very important. Whatever concession is made to the city in the way of sponging a debt, will most assuredly be required in case of other Corporations, and it is of the utmost importance that the Legislature should not under temporary pressure

Sydney Tramway Bill deserved some more respectful consideration at the of the Assembly, than it received on previous last night, after the trouble of

he must have put himself, Mr. DRIVER  
and a larger House to listen to his elabo-  
speech. Not that the bill is in its pre-  
form a particularly excellent one, as  
it is likely to be a popular one. On the  
ary, it will probably be as coldly  
ed outside of the House as it was inside.

in a few words. The preamble states that it has been framed for the purpose "of regulating omnibus, cars, carriages, and other vehicles by horse, steam, or other traction, and is instructed as not to interfere with the free traffic, or to cause any impediment or obstruction in the surface of the streets or

Every tramway to be laid down under authority of the Act is to be constructed with two rails to be laid at a distance of from three feet six inches to four feet eight and a half inches, and is to be laid and maintained that the uppermost rail of the rail shall be on a level with the surface of the road. Not less than fifteen cent

the tramways are described in the bill, seven of these, however, are branch routes, two main routes are to be from Hunter along Elizabeth-street to Wellington, and from Hunter-street by Wynyard to the wharves, and from Wynyard along York, Druitt, George, and Mattha streets and Parramatta Road

These two. The bill does not state at what period after its passing the work is to be commenced, but it provides for the completion of the tramways within five years after the passing of the Act, and with the consent of the Governor and the Executive Council for

Meanwhile, however, the company have power either to lease or to sell tramways. The tolls to be paid by passengers are, between the hours of six in the morning and ten at night, three pence for distance on one route within the city of London, and six pence beyond the city.

aries an additional charge of one penny or part of a mile. Between the hours of 10 o'clock at night and six in the morning the charges are to be sixpence within the limits and for any distance beyond its boundaries an additional charge of twopence per hour or part of a mile.

...twelve months from the completion of the works, the Government or the combined metropolitan municipalities shall have power to purchase the tramways at a valuation. The above sketch comprises the leading features of the bill as it now stands. With

such clause as might be made  
the amendment we have named,  
even with a more liberal clause



than the amendment indicates, we fail to see that the bill would establish an objectionable monopoly, or that it would be open to the exception that have been taken to it. It is absurd to suppose that any company would be prepared to make the outlay which such a project would require, without a reasonable prospect of a return, and without expecting that any company with a shrewd regard for its own interests as well as for those of other people, will enter upon a project like the one under consideration without a monopoly for a reasonable term of years. There can be no solid objection to a monopoly where a proper equivalent is given by those who receive it. Neither can it be said that the passenger fares, for which this bill provides, are unreasonably high. In starting an enterprise of this kind it is necessary that it should be made a commercial success as well as a public convenience, and this could not be assured if the charges were made lower than those which were given in this bill. The chief objection to the measure is that it furnishes no provision for regulating the charges to the public by the profits of the company, and thus for supplying advantages on both sides, if the success of the scheme should warrant this. There ought, also, to be some limit fixed to the company's right of control over the thoroughfares of the city, and some provision for transferring the tramways from the company to the public authorities, if this should be found necessary in the public interest. The time specified for the completion of the work is also unreasonably long, and some clause should be inserted fixing a period at which the business should commence, as well as that at which it should be finished.

The portions of the bill which give the company power to lease or to sell the tramways are also objectionable, inasmuch as they tend to give the whole affair the appearance of a mere commercial speculation for the sole profit of the company rather than of a bona-fide undertaking for the good of the community. Although no company can be expected to go into an affair of this kind without an eye to its own side of the bargain, it is unreasonable to expect that Parliament will pass such a bill as this without an eye to the people's side also. As the bill stands at present it gives the privileges for the most part to the tramway company, and the responsibilities to the people on whom the company is to trade. In this respect it is desirable the bill should wear a new complexion before it is passed through Parliament, and the municipal rate which is stipulated might be made larger without paying too much for the very great privilege that is conceded. Experience elsewhere has shown that where such a license as the one asked for in this bill is granted, the conditions attached to it cannot be made too definite or too stringent. The bill introduced into the English Parliament last year for the purpose of using mechanical power for locomotive purposes on ordinary roads, simply empowered the Board of Trade to issue licenses sanctioning for twelve months the experiment named, and although under circumstances like ours such a sanction would have to be granted for a longer period than this, it would have to be attended with restrictions similar to those which have been found necessary at home, and which are certainly conspicuous for their absence from Mr. DAVENPORT'S bill.

As to the arguments against the bill but against the undertaking which it proposes to sanction, they are for the most part the result of ignorance or prejudice. The objections of Mr. CAMERON and Mr. MACINTOSH have been answered all over the world by the logic of facts. Wherever street tramways have been properly tried they have become not merely conveniences but necessities, and there is nothing sufficiently peculiar in the circumstances of Sydney to prevent their doing here what they have already done in most of the large cities of Europe and America. The two objections to street tramways hitherto have been that the streets in which they have been laid down are too narrow, and, that the tram used has been laid above the surface of the roadway, thus rendering the passing of other vehicles difficult, and sometimes well-nigh impossible. Although Sydney streets are sufficiently narrow everywhere, the streets, or portions of streets through which the tramway is proposed to be taken are sufficiently wide to allow of the carrying on of this scheme without any serious inconvenience to traffic of other kinds. They are at least as wide as streets as used generally are in other parts of the world. As the rails are to be counterbalanced by the level of the street surface, no danger can be apprehended from the hugging of wheels, the straining of axles, or from obstruction to vehicles in any shape whatever. On rails thus laid, ordinary vehicles can run with the utmost ease.

Nor has the argument that the granting of permission to lay down the tramways proposed would interfere with the bringing of the railway into the city any force whatever. At present the city railway is not likely to cover more than one route, and the tramways proposed will cover more than a dozen. Besides it has been shown that wherever tramways have been tried—and in many large cities they are used on routes continuous with railway lines—instead of interfering with railway traffic they have proved auxiliaries to it. Referring to London, our correspondent stated the other day that the expansion of the great metropolis has been considerably accelerated by the popularity of the tramway system, which has made access to the suburbs wonderfully cheap and expeditious, without in any way interfering with the ordinary omnibus or railway traffic. This is a somewhat unexpected result, as it was confidently anticipated that the success of the tramway system could be obtained only at the expense of other modes of conveyance. As first the trams were imported from America, but during the last few weeks several of English make, equally commodious but considerably lighter and more convenient, have been introduced. When the use of steam is allowed, travelling in the suburbs will become still cheaper, and an approach made towards a successful solution of the grave problem, occasioned by the continued demolition of working-class neighbourhoods, for the purpose of public improvements. As our correspondent intimates, the chief objection to the tramway system, where conducted in the absence of mechanical power, lies in the strain it makes on horses. On the irregular streets of Sydney this strain would probably be found

to be very great. Under the provisions of a well considered Act of Parliament, however, such an enterprise as the one that was introduced by Mr. DAVENPORT last week would be found to be not only an experiment, but a general convenience and a certain success. If once adopted under the improved system, the citizens of Sydney, instead of objecting to it, as it has been stated they do, would largely avail themselves of it, and refuse to part with it.

## NEWS OF THE DAY.

The arrival of two of the English mails is announced. The Australia (s.s.), via San Francisco, arrived at Auckland last evening, bringing the mails from London to September 12th. She should reach Sydney on Sunday next. From Port Darwin we learn of the arrival there of the E. and A. M. Company's steamship Bowen. The Bowen, in calling at Port Darwin, has made a somewhat unusual detour. The Torres Straits steamers are usually reported from Cockatoo. Probably her calling at Port Darwin was occasioned by her having Chinese passengers for that port. The English dates per Bowen (s.s.) are to September 18, one day later than those via San Francisco.

The Hon. the Colonial Secretary has received a cablegram from the Agent-General, informing him that the ship Northampton left London on the 17th instant for Sydney, with 427 immigrants.

Mr. DAVENPORT gave notice in the Legislative Assembly, under the heading of his intention to move on the 29th October,—"That whereas the Legislative Assembly, on the 24th June, 1868, resolved as follows: 'That, in the opinion of this House, it is not desirable that any of Her Majesty's Ministers in this colony should be a director or manager of any private banking company or company whatsoever; and whereas the rule thus affirmed has been hitherto disregarded, this House reaffirms and adopts the resolution herein recited. 2. That the foregoing resolution be conveyed by address to His Excellency the Governor.'

Turn following petition from the Mayor, aldermen, and citizens of Sydney in reference to Mr. LACKY'S Stock Sale Yards Bill was ordered by the Legislative Assembly to be printed on the 25th September.—"That your petitioners are aware that a bill is now under the consideration of your honorable House under the title of the Stock Sale Yards Bill, which provides for the establishment of stock sale yards, to be under the management of, and the revenue from which are to be received by, the Government. That in the year 1870 the bill was introduced by the Legislative Assembly, and was passed by the Legislative Assembly, and the Municipal Council of Sydney the power to establish stock sale yards, and to receive fees for all cattle intended for slaughter, yarded, or brought for sale by auction within ten miles from the city of Sydney. That your petitioners proceeded to take measures for carrying out the provisions of this Act into effect, but found that the construction of the clauses with reference to the payment of fees was so defective as to render them inoperative, and prevented any further action in the matter. That your petitioners have since endeavored to obtain the needed amendment of the Act by the Legislature, and a Bill was introduced by the Government during the session of 1877, giving them full power to establish stock yards and receive fees therefrom. That your petitioners are of opinion that the provisions of the Act already passed should not be set aside by the transfer of its intended power from the Municipal Council to the Government, but that the maintenance of cattle sale yards and the revenue derivable therefrom should be in the hands of the Sydney Corporation. Your petitioners therefore pray that your honorable House will so amend the Bill now before your honorable House as to confer upon your petitioners the privileges intended to be granted to them by the 'Cattle Sale Yard Acts of 1870.'

Two following petition against the Public Vehicles Regulation Act passed by the Legislative Assembly to be printed:—"That your petitioners are aware that a bill is now under the consideration of your honorable House, under the title of 'A Bill to amend the Act passed in the year 1870, and to amend the Act passed in the year 1871, and to amend the Act passed in the year 1872, and to amend the Act passed in the year 1873, and to amend the Act passed in the year 1874, and to amend the Act passed in the year 1875, and to amend the Act passed in the year 1876, and to amend the Act passed in the year 1877, and to amend the Act passed in the year 1878, and to amend the Act passed in the year 1879, and to amend the Act passed in the year 1880, and to amend the Act passed in the year 1881, and to amend the Act passed in the year 1882, and to amend the Act passed in the year 1883, and to amend the Act passed in the year 1884, and to amend the Act passed in the year 1885, and to amend the Act 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(FROM OUR OWN CORRESPONDENT.)

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MAIL DATA.

Accounts from the East seem to tell of confusion were confounded by the results of the Treaty. England may be thankful for a position of peace and security. The possession of Cyprus may entitle her to a reputation, but it is not likely to be useful, and may easily be so to her, although there are four "Land Companies" started, I wrote last. But Austria has gotten a sorry bargain her much-coveted Bosnian protectorate—nothing less than an extensive and costly war, in which she has already 130,000 men engaged and 70,000 more mobilized, with a mistress of little beyond the ground she has taken. This has caused to alienate Hungary; by whom it has concluded it was a bad bargain, and of the population take kindly to the new régime, and Russian intrigues in Bosnia and the Herzegovina have trained the inhabitants, both Christian and Moslem, to a chronic readiness for guerilla warfare. Then the Pan-slavist party in Serbia, the most to swell the insurrection, and please the Czar by thwarting his dear friend and brother, and his real losses greatly outweigh her visible gains. But, no doubt, will be valuable to her, but she has not yet gotten it, and when the united pressures of Turkish and English authorities have induced its constant defenders to retire, the new occupants will have a most and dangerous neighbours in the mountainous trinity. The Russian invaders seek to proceed with moderation or even decency in their operations, but they might have had some success in gaining a permanent influence in the former province, and have covertly prepared it as a source of advanced post in case of future war, which, professing in Mr. Gladstone's phrase, to "bear the brunt of civilisation." But they have shown the olden host of men, and stand convicted before a Europe of having not only mismanaged, but in time of peace, horrors at which humanity sickens.

Blue Book No. 42 was a formidable bill of indictment

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The Inner Domain will be found to be deficient in area unless the Exhibition be of a very minor character to that entertained by many.

Moore Park is the place—plenty of scope; easy of access to and from every place; nothing to destroy; elevated and healthy site—in fact, everything to recommend it.

Yours truly,  
**ANOTHER WELLWISHER.**

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**THIS DAY, at 11 a.m.—Important sale of very superior household furniture, oleographs, chronos, oil paintings, and water-colours, choice copyright statuary, glass, china, plate, and sweet-toned violascope. Bradley, Newton, and Lamb, auctioneers.**

isolated instances. Mr. Douglas has had a

seems safe, with the Speaker as a colleague. The P

gobemouches. He, like the other Ministers, avowed that, whichever party be in power, public works must go forward, though he admitted that the problem was

been requested to replace Mr. McLean, the Good Templar member), raises a note of warning. In characteristic language he tells us that we are again

entering upon a most critical period of the colony's affairs. "From the very summit of prosperity and fame," he remarks, "of proud belief and hope, we have been led gently to realise the unpleasant fact that our public expenditure exceeds our income."

AGENCY USE ONLY

TO THE EDITOR OF THE HERALD

In conclusion, the bill is urgently needed by all interested, and I appeal to the good sense of the Council to pass it, amended, if they please. They would do so if they only knew a title of the evils of the imperfections of the law as it now stands.

Obediently yours,

INSOLVENCY COURT.—TUESDAY, OCTOBER 22

Assets, £11 10s. Mr. Lyons, official assignee.  
 SCHEDULE FILED.  
 William Laird, of Tenterfield. Liabilities, £775 15s.

METROPOLITAN DISTRICT COURT

**J. GODFREY V. F. SALISBURY.**  
In this case plaintiff claimed from defendant the sum of £30. for that defendant by his servant, so drove a horse

On the summons sheet were nineteen cases, of which sixteen were not prosecuted, and one was dismissed. George Thorncroft was bound over to keep the peace for six months towards Henry Ziona, himself in £20, and two sureties of £10 each. Louisa Dawes and Fanny Booth were committed to take their trial at the ensuing Court of Quarter Sessions on a charge of stealing clothing to the value of £5 5s.

the dwelling-house of Ah Toy, a Chinaman.



## Government Notices.

## GOVERNMENT RAILWAYS.

## OVERLAND TO MELBOURNE.

MELBOURNE RACES.

2nd, 5th, 7th, and 9th November, 1878.

Return tickets, 25 each, available for return for one month.

For the convenience of those persons who are desirous of attending the Melbourne Races, arrangements have been made with the Victorian Railway Department, and with Cobb and Co., to mail coaches, for the through Journey from Sydney to Melbourne.

From Sydney to Wagga Wagga, by rail.

From Wagga Wagga to Albury, by coach.

The tickets will be issued between the 1st October and 3rd November, and can be obtained at Messrs. Cobb and Co.'s office, Sydney.

To prevent overcrowding of the mail coaches, tickets will be issued by Cobb and Co. only, who will be able to regulate the days on which passengers can be accommodated.

CHAS. A. GOODCHAP, Commissioner for Railways.

Department of Public Works, Railway Branch, Sydney, 10th October, 1878.

Department of Public Works, Roads Branch, Sydney, 10th October, 1878.

TENDERS.—Attention is directed to GAZETTE notice inviting tenders for unimproved work, viz.:

Continuation of Footway at University College to Missenden Road.

Time for receipt of tenders, October 29.

JOHN SUTHERLAND.

Department of Public Works, Sydney, 10th October, 1878.

Department of Public Works, Sydney, 10th October, 1878.

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## Public Companies.

## UNION FIRE AND MARINE INSURANCE COMPANY OF N.Z.

Capital, £2,000,000. Paid-up, £100,000.

Fire and Marine risks accepted at lowest current rates.

W. H. MACKENZIE and CO., Agents for New South Wales.

Exchange-corner, Sydney.

The NATIONAL MUTUAL LIFE ASSOCIATION OF AUSTRALIA (Limited).

Established 1870.

New South Wales Branch: 71, Pitt-street, Sydney.

Directors: Edward Chisholm, Esq. (Chairman and Co.), Chairman.

D. G. A. Long, Esq. (Hon. Sec.), Hon. Sec. (Chairman and Co.).

Principal Medical Officer: Alfred Roberts, Esq., M.B., M.C.

Resident Secretary: Henry F. Francis.

The Directors are now prepared to accept proposals for Life Assurance and to issue policies. Proprietors and all information will be furnished at the Branch Office.

LONDON AND LANCASHIRE FIRE INSURANCE COMPANY.

Capital, fully subscribed, £1,000,000. Paid-up, £100,000.

Insurance accepted at lowest current rates.

W. H. MACKENZIE and CO., Agents for New South Wales.

Exchange-corner, Sydney.

THE COLONIAL FIRE AND MARINE INSURANCE COMPANY (Limited).

Capital, £2,000,000. Unlimited Liability.

First issue, £100,000.

ESTABLISHED ON THE MUTUAL PRINCIPLE.

Wood insured from time of shearing until reaching London.

All Marine and Fire Risks accepted at the lowest current rates.

Policies granted in triplicate, payable, in case of loss, in London or at any of the agencies.

Forms and full particulars on application to the undersigned.

MONTGOMERY, JOSEPH, and CO., Sydney Agents.

CORNWALL FIRE AND MARINE INSURANCE COMPANY.

Capital, £2,000,000. Unlimited Liability.

First issue, £100,000.

ESTABLISHED ON THE MUTUAL PRINCIPLE.

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## Drapery, Haberdashery, &amp;c.

## SPECIAL ATTENTION

FASHIONABLE MILLINERY AT THE LADIES' DEPT.

EVERYTHING IN MATERIALS AND TEXTURES NECESSARY FOR PRODUCING BEAUTY OF STYLE.

HARMONY OF COLOURS AND SUITABILITY OF DESIGN.

TO PROVE THIS AN INSPECTION IS INVITED.

THE LADIES' DEPT., 409, George-street.

BOYS' CLOTHING.

YOUTH'S CLOTHING.

MEN'S CLOTHING.

RILEY, BROTHERS, and they hold too heavy a stock.

BOYS, YOUTH'S, AND MEN'S CLOTHING and they must be REDUCED TO CLEARANCE.

TO EFFECT THIS QUICKLY IN THE BEST PLAN.

REDUCE THE PRICES.

This is what they have done, and for the REMAINDER OF THE MONTH, OCTOBER.

all goods in this department will be sold NEARLY HALF THE REGULAR PRICES.

AS PER LIST.

Come and ask for the goods at these prices, and remember it is UNTIL THE END OF OCTOBER.

Men's Tweed Trousers, 15 1/2, were 20 1/2.

Men's superior Trousers, 15 1/2, were 20 1/2.

Men's best West of England Trousers, 15 1/2, were 20 1/2.

Men's White Trousers, 15 1/2, were 20 1/2.

Men's Trousers, 15 1/2, were 20 1/2.

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**UNCLAIMED GOODS, UNCLAIMED PACKAGES.**

**NELSON and HEWLETT** have received instruction from the Australian Steam Navigation Co.

TRYER, THIS DAY, Wednesday, the 23rd October, at 10.15 a.m.

All uncleaned goods and packages, AS BELOW, and otherwise enumerated.

|           | No reserve.                         | Terms, cash. |
|-----------|-------------------------------------|--------------|
| No mark   | 1 hopboard ironmongery, 1 tank male |              |
| Ditto     | 1 oak paint, 3 cases copper         |              |
| Ditto     | 1 case iron                         |              |
| Ditto     | 1 oak vingar                        |              |
| Ditto     | 1 oak ale                           |              |
| Ditto     | 1 case bitumen                      |              |
| Ditto     | 1 case Ekpoem male                  |              |
| Ditto     | 1 case matches                      |              |
| Ditto     | 1 case saws                         |              |
| Ditto     | 1 half-chest tea                    |              |
| Le Febvre | 2 package shirts                    |              |
| No mark   | 1 cluff                             |              |
| Ditto     | 1 box medicines                     |              |
| Ditto     | 1 colonial oven                     |              |
| Deinchild | 1 case medicine                     |              |
| No mark   | 5 case pickles                      |              |
| Ditto     | 5 bundle wire                       |              |
| Ditto     | 2 coils wire                        |              |
| Ditto     | 6 coils wire                        |              |
| Ditto     | 1 bundle wire                       |              |
| Ditto     | 20 stamp heads                      |              |
| Ditto     | 2 kegs rivets                       |              |
| Ditto     | 1 package machinery                 |              |
| Ditto     | 2 east-iron columns                 |              |
| Ditto     | 1 package leather                   |              |
| Ditto     | 1 case hardware                     |              |

|          |                         |
|----------|-------------------------|
| Ditto    | 1 keg run               |
| Ditto    | 1 package scythe blades |
| Ditto    | 2 cases books           |
| Ditto    | 1 bundle spades         |
| Ditto    | 1 bag saw               |
| Ditto    | 1 set trussels          |
| Ditto    | 1 picture               |
| Ditto    | 1 keg paint             |
| Ditto    | 1 package chain         |
| Ditto    | 2 cases ign             |
| Ditto    | 1 case sewing-machine   |
| Plumbob  | 1 case clock            |
| No mark  | 2 bags harness          |
| Ditto    | 1 package boots         |
| Ditto    | 1 oven                  |
| Ditto    | 1 package scythe        |
| Ditto    | 1 case dial sawcut      |
| Ditto    | 1 case medicine         |
| Ditto    | 1 case brushes          |
| Ditto    | 1 case jars             |
| Ditto    | 1 net                   |
| Ditto    | 1 case trowsers         |
| Ditto    | 1 case harness          |
| Kingsley | 2 cases quart           |
| Ditto    | 1 case hals             |
| W.Morr   | 10 cases blacking       |
| No mark  | 4 bundles bags          |
| W.Morr   | 1 case                  |

Ditto 6 bags beans  
 Ditto 1 hoghead  
 Ditto 1 case dolls, &c.  
 Ditto 2 box glass  
 Ditto 1 ditto black  
 Ditto 1 ditto tin  
 Ditto 1 drum salad  
 Ditto 1 wum basket  
 Ditto 1 basket merchandise  
 Ditto 1 weighing-machine  
 Ditto 1 top table  
 Ditto 1 pigron house  
 Ditto 1 package boxes  
 Ditto 1 box  
 Ditto 1 case wool samples  
 J. W. Watson. 1 box books, surgical instruments  
 No man's 2 pair dice-balls  
 Ditto 1 case saddle and effects  
 Ditto 2 drum rivets  
 Ditto 1 box shells  
 Wm. Ottor B. 1 package effects  
 Ditto 1 box effects  
 Tracy. 1 ditto ditto  
 Peter Stevens 1 chest  
 Miss Strong 1 box  
 V. Chafer. 1 box  
 J. Roberts. ditto

63 parcels of 63 packages each—no mark on address.  
THIS DAY, Wednesday, 22nd October, at 11 a.m.  
At the Residence of Dr. CLAY, No. 16, College-street,  
Hyde Park.

IMPORTANT SALE of very SUPERIOR HOUSEHOLD FURNITURE, comprising  
ELEGANT BUTTE CHAIRS, of Glass  
VALUABLE ELECTROPLATE  
BIRCH BROWNERS  
HANDSOME SOLID SPANISH MAHOAGANY DININGROOM  
SUITE, covered marine leather  
ELEGANT hand-painted Persian Porcelain Vases  
Marble & Walnut Table  
Walnut Canterbury Whisket  
HANDSOME Walnut Drawing-room Chairs, covered with blue  
velvet, and upholstered with amber and blue cord, consisting  
of double end Settee, Arm Chair, Lady's Chair, and sun  
chair.  
VERY BEAUTIFUL BURL CABINET, plate glass doors, and  
marble inlay  
SWEET TONE WALNUT PIANOFORTE by Bord, full register  
and all the latest improvements.  
THIS is a very desirable instrument, extremely clear in tone  
and of great power.  
VERY HANDSOME CUBOID STONE BEDSTEAD, Pillcases

stand (marble top) and Toilet Table  
ELGANT Toilet Services  
MASSIVE steel wood cabinet double-winged Washrobe, com-  
plete, plate-glass centre door  
Full Cabinet Sewing-machine.

PICTURES.

A VERY CHOICE COLLECTION OF OIL PAINTINGS, OLEO-  
GRAPHS, ENGRAVINGS AND CHROMOS, AND WATER  
COLOURS, by Gertling.

SEATUARY.

A FEW VERY CHOICE COPYRIGHT SUBJECTS, in Paris  
Marble and CERAMIC WARE.


BRADLEY, NEWTON, and LAMB have been  
favoured with instructions from Dr. Clay, who is about to  
move to the country, to sell by auction, at his residence, No.  
14, Kings-street, Hyde Park, THOMAS DAY, 23rd October 1867.  
Salem.

THE SUPERIOR HOUSEHOLD FURNITURE AND  
EFFECTS.

537 Catalogues obtainable at the Rooms.

UNDER A BILL OF SALE.  
THURSDAY, 24th October, at 11 a.m.  
Very interesting and attractive sale  
really choice works of art.  
THE FINAL SALE BY AUCTION  
of the  
"JEMS OF THE  
MAGNIFICENT" COLLECTION,  
which are being offered out for  
INSPECTION and for UNRESERVED SALE.  
They comprise a great variety of MOST CHARMING  
subjects, beautiful to gaze upon, and are without doubt the be-  
st and highest quality of the talented artists they represent.  
Our fine art and furniture connoisseurs will ex-  
perience a rich treat in their inspection.  
Catalogues of the sale will be issued in a few days, de-  
scribing  
VALUABLE OIL PAINTINGS  
EXQUISITE WATER-COLOUR PAINTINGS  
VERY FINE PROOF ENGRAVINGS  
HIGHLIGHTED CHROMOS, &c.

VALUABLE OIL PAINTING, CHOICE WATER  
COLORS, VERY FINE PROOF ENGRAVINGS, AN  
HIGHLY-FINISHED CERAMIC, &c.

 Catalogues of this important sale are now ready for  
delivery.

**THURSDAY, 26th October, at 11 a.m.**

At the New Sale Rooms, Spring and O'Connell Streets,  
a MOST BEAUTIFUL SELECTION OF EXQUISITE HANG-  
INGS, LITTONS, &c., of a series of years of work  
in the textile and remitting industry on the part of the  
Rome. The intricate delicacy of the work is indescribable  
and can only be realised on minute inspection.

There are CROCHET COVERS  
WINDOW CURTAINS  
ANTIMACASSANS  
BED QUILTS

THE FINEST TEXTURE LINEN CURTAINS.

**BADLEY, NEWTON, and LAMB** will sell the  
above, on **THURSDAY, 26th October,**

**NEW ON VIEW.**  
**THURSDAY, 28th October, at 11 a.m.**  
 At the New Sale Rooms, Spring and O'Connell streets.  
**NEW SHIPMENT**  
**OF**  
**MAY C. WIMPLE AND CO'S PATENT SELF-ACTING WINDOW**  
**BLINDS, in all shades and sizes.**  
 These are a GREAT NOVELTY, VERY ORNAMENTAL  
 AND THE MOST DURABLE AND HANDY. Blind made, and  
 not pushing aside those in ordinary use.  
 All the VENTURERS in London and the West of  
 AMERICA have adopted them, and they are now in demand  
 in private dwellings.  
 Now open to inspection.  
 For FURTHER FURNISHES AND WINDOW BLIND MAKERS  
**BRADLEY, NEWTON, AND LAMB** have received  
 instructions from Messrs. B. Twiss and Co. to sell by  
 auction, at the New Sale Rooms, Spring and O'Connell streets,  
**THURSDAY, 28th October, at 11 a.m.**  
**NEW SHIPMENT OF PATENT SELF-ACTING**  
**WINDOW BLINDS.**  
 Terms at sale.

At the Residence of Mr. FORRESTER, VERULAM, Moore Park  
Road, opposite Hyde Butte.











WEDNESDAY, OCTOBER 23, 1878

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